

Meeting Summary of the SANBAG Board of Directors

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■ Depot tenant improvements on the way

SANBAG moved another stop closer to having a new neighbor in the Santa Fe Depot with the approval of a financial arrangement for tenant improvements for a San Bernardino Police Department substation on the first floor of the building.

Board members authorized the agency to pay \$75,000 to drop the ceiling, remodel walls, install restrooms and a storage room and make other upgrades to the space located immediately east of the carpeted SANBAG lobby. The City of San Bernardino will contribute \$25,000 toward this work.

The substation would serve the western portion of the city and operate between 7 a.m. and 6 p.m. The space will include offices for a lieutenant, sergeant and crime prevention officer, as well as clerical staff.

A lease agreement is expected to be presented to SANBAG's Administrative Committee in July. Pending Board approval in August, plans will be drawn, and construction could start before the end of the year. Construction likely will take 30 to 60 days.

The presence of a police substation will provide additional security and may pave the way to open the first floor of the Depot to the public, noted Mike Bair, SANBAG's Director of Transit/Rail Programs.



SANBAG is working to secure tenants for the first floor lobby of the newly restored Santa Fe Depot in San Bernardino.

■ SANBAG to form critical habitat mitigation plan

SANBAG staff will begin meeting with members of the academic community and other local institutions to create a plan to minimize project costs and delays due to required mitigation for endangered species and critical habitat.

A review of potential mitigation for projects in the 2010-2040 Measure I Expenditure Plan places the price tag at \$250 million. These costs are higher than originally anticipated and likely will escalate over time.

The meetings with area stakeholders, which are expected to start this summer, would lead to a proposal to minimize project delays and cost uncertainties and would ensure that Measure I is not the principal source of funding for addressing the impact of land development on endangered species. Once a proposal is created, it will be presented to the SANBAG Plans and Programs Policy Committee for consideration.

■ Chastain, Hansberger named Board officers

Board members unanimously elected Colton City Councilmember Kelly Chastain as the new president of the SANBAG Board of Directors. Third District County Supervisor Dennis Hansberger was elected vice president. Both positions take effect on July 6.

Elected to the Colton City Council in 1996, Chastain currently chairs SANBAG's Administrative Committee and is the past chair of both the Major Projects and Commuter Rail committees.

During the year ahead, she plans to focus on developing the Measure I 2010-2040 Strategic Plan and expediting current projects, including work on Route 210, Interstate 215 and Interstate 10. She also has placed a high priority on lobbying efforts for Proposition 42 and federal transportation funding.

Hansberger was elected to the County Board of Supervisors in 1996 after serving two previous terms from 1972 to 1980. He serves as chair of the Inland Valley Development Agency and Inland Empire Health Plan, plus is a member of the Omnitrans Board of Directors.

Down the road ...

- June 8: Administrative Committee, 9 a.m.
- June 9: Major Projects Committee, 9 a.m.;
Route 210 Hardhat Tour to Follow
- June 15: Plans & Programs Committee,
12 noon
- June 17: Mountain-Desert Committee, 9 a.m.
- June 22: Women's Transportation Seminar
Luncheon, 11:30 a.m., Ontario

State, federal transportation funding still uncertain

The pledge by Gov. Schwarzenegger to restore \$1.3 billion in Proposition 42 funds to transportation for 2005-06 places California on the right track for tackling its funding crisis. The governor's May 11 announcement has brought a small ray of hope to the transportation community, which has been struggling with suspensions of Prop 42 dollars during the past two budget years.

If this funding is restored to the budget — a decision that remains subject to legislative approval during the coming months — it will rededicate the state sales tax on gasoline to transportation for a one-year period only. Funding for future budget years remains uncertain.

On the federal side, Congress is still working to adopt a new six-year funding bill for transportation nationwide. The Transportation Equity Act for the 21st Century expired on September 30, 2003.

This month's issue of *Measuring Success* provides a look at the uncertain status of both state and federal transportation funding. Measure I remains the only reliable source of funding for San Bernardino County projects at this time.

Proposition 42

Approved by nearly 70 percent of California voters in March 2002, Proposition 42 was created to dedicate to transportation the state sales tax paid on gasoline. Prior to Prop 42, the gasoline sales tax was allocated to the state's general fund. A loophole in the Prop 42 bill allowed the funds to be suspended from transportation, in case of a fiscal emergency. Due to the state's ongoing budget problems, Prop 42 dollars were redirected to the general fund in both 2003-04 and 2004-05.

Gov. Schwarzenegger's May 11 pledge to restore Prop 42 to transportation coffers next year is welcome news to groups like Transportation California, a coalition of transportation, business and labor interests working to stop the diversion of money from transportation projects statewide. Transportation California calculates that more than \$5 billion has been diverted from transportation to the general fund during the past three years. If restored to the budget, Prop 42 dollars will be divided as follows:



- 50% (\$678 million) to Traffic Congestion Relief Program projects
- 20% (\$254 million) to State Transportation Improvement Program projects
- 10% (\$127 million) to cities for local transportation projects
- 10% (\$127 million) to counties for local transportation projects
- 10% (\$127 million) to public transit projects

Estimated Prop 42 city allocations

If reinstated to the budget for 2005-06, estimated allocations to cities will total \$6.8 million. Projected allocations include:

Adelanto, \$90,591	Apple Valley, \$261,197
Barstow, \$98,840	Big Bear Lake, \$25,672
Chino, \$306,869	Chino Hills, \$325,383

Colton, \$216,300	Fontana, \$659,228
Grand Terrace, \$52,073	Hesperia, \$299,421
Highland, \$209,733	Loma Linda, \$89,232
Montclair, \$147,907	Needles, \$22,939
Ontario, \$715,155	R. Cucamonga, \$659,190
Redlands, \$293,147	Rialto, \$417,869
San Bernardino, \$835,904	29 Palms, \$110,548
Upland, \$309,659	Victorville, \$330,826
Yucaipa, \$201,985	Yucca Valley, \$79,722

Until the budget is passed, however, these funds remain uncertain. While some experts predict a long budget battle, others say that the governor is pressing for a budget that is no more than six weeks late.

Transportation Equity Act

Designed to fund surface transportation programs nationwide, the six-year Transportation Equity Act for the 21st Century expired in 2003. Seven extensions to the act have been approved since its expiration, with members of the House and Senate continuing to work on the new bill.

The House version of the bill, the Transportation Equity Act: A Legacy for Users, was approved March 10. This bill sets funding at \$284 billion over the six-year period and includes earmarks for specific projects.

The Senate's version, the Safe, Accountable, Flexible & Efficient Equity Act, was approved May 16 and sets spending at \$295 billion. President Bush has promised to veto any amount that exceeds \$284 billion, so some negotiations are expected.

Members of the conference committee were appointed last week and will begin working to produce a bill that will be supported by both Democrat and Republican sides of Congress.

A major issue to be decided in conference is the minimum guaranteed percentage return to states. Figures close to 92 percent are being discussed as the amount to be returned.

